

## **MEETING OF THE CABINET HIGHWAYS COMMITTEE**

**held 17<sup>th</sup> June, 2010**

PRESENT: Councillors Ian Auckland (Chair), Roger Davison, Shaffaq Mohammed and Andrew Sangar.

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### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors David Baker and Penny Baker and Councillors Roger Davison and Andrew Sangar attended the meeting as the duly appointed substitutes.

### **2. DECLARATIONS OF INTEREST**

There were no declarations of interest.

### **3. MINUTES OF LAST MEETINGS**

The minutes of the meetings of the Committee held on 19<sup>th</sup> and 20<sup>th</sup> May, 2010, were approved as a correct record and, arising from the minutes of the meeting held on 20<sup>th</sup> May, it was reported that Julian Ward, Legal Services, had attended the meeting in relation to the Committee's request that consideration be given as part of the review of the Council's Constitution to giving delegated authority to Community Assemblies to take decisions on highways matters within the budget allocated to them, as currently any decision was a recommendation to the Head of Transport and Highways to approve.

Members commented that decisions on local highway matters within Community Assembly areas, within the delegated budget granted to them, should be taken by Community Assemblies. They highlighted the recent example of the crab apple tree in the Stannington Ward where, as felling of highway trees was against Council Policy, despite the Community Assembly's wish to fell the tree as a result of anti-social behaviour arising from the use of falling apples from the tree, it needed to be referred to the Cabinet Highways Committee for a decision.

Julian Ward commented that, should the Cabinet Highways Committee wish to change the scheme of delegation, this could be investigated and a report submitted to the next meeting outlining whether this would be possible and who would need to approve any changes to the scheme of delegation.

RESOLVED: That the Director of Legal Services be requested to submit a report to the next meeting of the Cabinet Highways Committee outlining (i) whether the scheme of delegation could be amended to allow Community Assemblies to take all decisions on highway matters in their boundary within their delegated budget and (ii) where any changes to the scheme of delegation would need to be approved.

### **4. PUBLIC QUESTIONS AND PETITIONS**

There were no public questions or petitions submitted to the Committee.

5. **ITEMS CALLED-IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE**

There were no items referred to the Committee from Scrutiny.

6. **PETITIONS**

New Petitions

The Board noted the receipt of petitions (i) containing 20 signatures objecting to the proposed double yellow lines in Upperthorpe connected with the proposed Permit Parking Scheme and (ii) from residents of Owler Lane requesting parking spaces on Skinnerthorpe Road at the rear of their properties following the demolition on Skinnerthorpe Road to alleviate parking problems on Owler Lane and that this had been referred to the North Sheffield Regeneration Team for investigation.

Outstanding Petitions List

The Board received and noted a report of the Executive Director, Place setting out the position on outstanding petitions that were being investigated.

7. **ALTERATIONS AT THE WICKER/DEREK DOOLEY WAY JUNCTION AND ASSOCIATED WORKS**

The Head of Transport and Highways presented a report of the Executive Director, Place informing Members of the works carried out in and around the Wicker area following the report to the City Centre, South and East Planning and Highways Area Board on 16 March 2009 and also in response to issues raised by Members at that meeting.

The report stated that requests from some traders had been received for the hours of operation of the Wicker bus gates to be amended from 24 hours to 12 hours (that is from 7am-7pm) and not to be operated on Sundays and Bank Holidays, as a way of assisting their businesses by allowing free access to the area for all traffic in the evenings etc. A report on this issue was submitted to the meeting of the City Centre, South and East Planning and Highways Area Board on 15 December 2008. Following representations from the local traders, the Board agreed to defer the item and undertake an evening site visit to the Wicker and the surrounding streets. The site visit took place on 14 January 2009.

Following the site visit, a further report, including consideration of a petition collected by 30 businesses in the Wicker area, containing over 2,000 signatures, was considered by the Area Board on 16 February 2009, requesting that the hours of operation of the Wicker bus gates be amended from 24 hours to 12 (that is from 7am-7pm).

The meeting resolved that the hours of operation of the Wicker bus gate be amended to 7.00am-7.00pm, seven days a week for a one year trial period and the Director of Development Services be requested to submit a report, within a month of the Board's meeting, outlining the work required to allow for the safe operation of the new hours.

A further petition containing 88 signatures was presented to the City Council at its meeting on 4 March by the Wicker businesses calling for the Authority to urgently implement the decisions made by the Area Board on 16 February "in the light of the deteriorating economic climate".

A further report was presented to the Board on 16 March 2009 as

requested at the meeting of the Board on 16 February. This report highlighted the outcome of subsequent site investigation work and the issuing of the full Stage 3 Road Safety Audit Draft Report for the Northern Inner Relief Road (NIRR), including the Wicker, along with the interim findings of the Stage 4 Road Safety Audit. It also set out the road safety and legal implications of implementing the resolution of the Board on 16 February.

This latter report raised a number of issues/questions from the Members of the Board. In order to answer some of the points raised by Members, a more demonstrable understanding of why some drivers were both entering the bus gate and then compounding this action by also turning left onto the NIRR was needed. This latter illegal manoeuvre was of particular concern as it brought those vehicles into conflict with pedestrians legitimately crossing the NIRR on a 'green man' at a busy pedestrian crossing.

Since the last report a number of improvements had been made to junctions and signing in the area as follows:-

- A new traffic island and improved/additional signs and road markings had been installed at, and in advance of, the outbound Wicker bus gate (completed early September 2009).
- A package of local access signs, both to and from the Wicker and improved parking signs, had been implemented. These measures were agreed beforehand with representatives of the local traders.
- The strategic signs, approaching the NIRR on Sheffield Parkway and on Sheaf Street, had been improved, taking better account of new traffic patterns established since the NIRR was completed.
- Further measures at Park Square roundabout on the Exchange Place approach to the Wicker area, had reinforced the local nature of these roads now that the NIRR was the preferred route for through traffic (works completed 27 November 2009).
- Short stay parking charges at Council car parks in the Wicker area would be reduced to 20p per hour in the first two hours, in order to assist local businesses. The affected car parks were Wicker Lane, Willey Street (currently being used as a site compound) and Stanley Lane, which it was hoped would be operational by the end of the year.

The report also outlined the responses from the Executive Director, Place to a number of issues raised by Members of the City Centre, South and East Planning and Highways Area Board at its meeting held on 16 March 2009.

In conclusion the report stated that the NIRR was working well and carried between 36,000 and 46,000 vehicles per day, depending on location. It was now clear that if the hours of operation of the bus gate were to be reduced, then, as the number of vehicles using the bus gate increased, so the number of illegal turning manoeuvres would also increase and that this would be to the detriment of pedestrian safety. In view of this and the significant changes to traffic movement, which the improved highway layouts, map upgrades and signing improvements had brought about, the Executive Director considered that the full time hours of operation of the Wicker bus gates should be reaffirmed and no changes made to the existing situation.

Members heard representations from a representative of a local trader who requested that the hours of the bus gate be confirmed as 7.00am-7pm in order to increase traffic through the Wicker and assist local businesses in a

time of economic hardship.

RESOLVED: That (a) no changes be made to the hours of operation of the Wicker bus gate;

(b) the petitioners, Wicker traders, South Yorkshire Passenger Transport Executive, bus operators and South Yorkshire Police, be thanked for their input to the assessment process and be informed of the above decision; and

(c) a further report be submitted to this Committee in 12 months time outlining the impact of the reaffirming of hours of operation of the Wicker bus gate on traffic and local businesses in the area.

#### **8. SHARROW VALE PERMIT PARKING SCHEME – SCHEME REVIEW**

The Head of Transport and Highways presented a report of the Executive Director, Place updating Members on progress on the review of the Sharrow Vale Permit Parking Scheme and seeking approval to progress various amendments to the Parking Scheme to address the issues raised during the review.

The report described the outcome of the public consultation for Traffic Regulation Orders associated with the review of the Sharrow Vale Permit Parking Scheme. It also set out the response to the two petitions, one from residents on Cemetery Road about proposed changes within the Permit Parking Scheme and the other concerning free parking in Sharrow Vale local shopping centre. The most significant changes proposed in the Traffic Regulation Order (TRO) were to introduce smaller zones and change the days and times of restrictions within different zones.

Consideration had been given to all the comments received during the TRO consultation and as a result many changes had been proposed. These were generally of a minor nature such as reducing stretches of yellow lines and providing additional parking spaces, but there was a need to re-advertise a number of changes too. All the changes were set out in the drawings numbered TR-BG259 R2 which were outlined in Appendix C to the report. A summary plan showing the revised scheme boundaries and operating days and times was included in Appendix D to the report.

It was orally reported that with regard to the full Equality Impact Assessment that had been carried out. It had indicated that the implications of changing existing policy needed to be understood, with consideration being given to increasing the availability of carer permits to family members. It also highlighted the benefits of promoting facilities that were already available within the scheme.

A number of Members of the public attended the meeting to make representations to the Committee as follows:-

- Permit Parking should be introduced in Hunter House Road as a matter of urgency;
- There were not enough parking bays provided for permit holders on Cemetery Road opposite Cemetery Road Garage;
- Clock Discs should be considered as a solution to enforcing short stay parking restrictions rather than pay and display meters;
- A number of residents on Cemetery Road (opposite the General Cemetery) would prefer parking to remain as a maximum of a four hour stay and not ten hours as was proposed;
- The proposed reduction in the double yellow lines in the Dover

Road area would make it dangerous for vehicles entering the road;

- New single yellow lines would restrict the ability of residents of Brocco Bank (who have accesses on Botanical Road) to park near their properties;
- The taxi rank proposed outside the Lescar pub would cause noise and disturbance to local residents;
- Parking problems on Neill Road had increased since the introduction of the scheme, while the introduction of a limited number of "Permit Only" bays would not solve these problems;
- Concerns were expressed that proposed changes to extend the hours of the Endcliffe Zone to 8:30pm had been dropped without adequate consultation;
- The "echelon" parking bays on Sharrow Vale Road (near the school) had been redesigned and were now seen as being too narrow by visitors to the area;
- A number of residents of Pinner Road believed that introducing permit parking on Hunter House Road and Penrhyn Road would cause displacement of vehicles and increase parking problems on their road;
- The owner of a business at the top of Cemetery Road commented that the introduction of permit parking bays had caused problems for his business, as visitors had been unable to park nearby and requested a compromise in the amount of restricted and unrestricted parking in the area; and
- There had been no parking problems on Hunter Hill Road and a permit parking scheme should not be introduced there.

Following consideration of all the representations and the officers response to them, it was:-

RESOLVED: That (a) the report on the results of the review of the Sharrow Vale Permit Parking Scheme be noted;

(b) all minor changes highlighted in red and blue text in the plans included in Appendix C be approved and implemented, with the exception of the top end of Cemetery Road (opposite Cemetery Road Garage) where the split between restricted and unrestricted parking should be reviewed being implemented to allow visitors to park close to businesses on the road;

(c) Junction Road/Cowlshaw Road, Sandbeck Place and Psalter Lane (from Sharrow Vale Road to Cowlshaw Road) should be included in the Porterbrook scheme which operated Monday to Friday, 8.00am-6.30pm;

(d) Hardwick Crescent and Psalter Lane (from Cowlshaw Road towards Banner Cross) should not be included in any permit parking scheme, but yellow lines be implemented when there was support;

(e) a vote be carried out to resolve the issue of whether to include the Hunter House area in a permit parking scheme, whereby (i) each household within the proposed Hunter House scheme would be allowed a single vote to decide whether they would want to be included in the parking scheme or remain outside and a simple majority of the votes cast would decide the outcome and (ii) it would be made clear to residents that, if the area voted for a scheme, it would be implemented and that if they voted against a scheme, it would not be implemented, with the issue not being revisited for a further three

years;

(f) the proposed splitting up of the Sharrow Vale scheme into smaller zones should proceed but that residents and business permits should be valid in the 'home' and adjoining zones;

(g) all 'zone entry' signs for the new zones would say 'Mon-Sat 8am-6:30pm' but that all the bays in the Botanical and Sharrow Vale zones (including the pay and display bays) would operate Mon-Sat 8am-8:30pm, with an awareness raising exercise regarding the meaning of the times on the different signs (including warning notices rather than Penalty Charge Notices) being held in the first two weeks after any bays became operational for a longer time period;

(h) the Endcliffe scheme remain Monday to Saturday, 8.00am-6.30pm as present;

(i) the Grange, Porterbrook and Napier schemes be reduced to operate Monday to Friday only;

(j) the Botanical and Sharrow Vale schemes operate later into the evenings, to 8.30pm;

(k) parking bays on Cemetery Road (opposite the General Cemetery) remain at a four hour maximum stay and not be changed to ten hour maximum stay as originally proposed;

(l) the 15 minutes free parking trial throughout the Sharrow Vale local shopping area be made permanent as well as rolling it out across the Sharrow Vale (and all other) schemes within the Permit Parking Zone;

(m) short stay business permit usage be allowed in the Stewart Road car park (up to the maximum 2 hour limit) through a change in terms and conditions;

(n) (i) the TRO on a short section of Sharrow Vale Road (and also on Hickmott Road where restrictions on permit use had already been advertised) be re-advertised with bays being resident permit only before 9.00am and after 5.00pm, but pay and display only during the main working day and (ii) the new TRO be advertised using the delegated powers of the Head of Transport and Highways and, should no objections be received, be implemented, whereas if objections were received, they be reported back to this Committee;

(o) the Council continue providing cheap, short stay pay and display parking within the Permit Parking Zone supported by free parking up to 15 minutes in pay and display bays rather than adopting a clock based system;

(p) the Council continue to use the established approach to business permit allocation;

(q) the Council do not propose to change the way that permit parking schemes were (and would) operate, as a review of existing parking policy was not currently a Council priority;

(r) the general objections to taxi ranks be overruled and new ranks (from 6.30pm to 2.30am) be implemented as shown in Appendix C to the report; and

(s) the experimental Car Club bay introduced on Sharrow Vale Road be made permanent.